Improvements in Aircraft Fire Detection

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Motivation

- Need for timely fire detection in cargo compartments on board aircrafts
- Reduce proportion of nuisance alarms from fire detection systems
- Scope
 - > Cargo compartments
 - Hidden spaces (wall cavities, ceiling spaces)



Overview

Background study completed

- Requirements for detection in FAR
- Nuisance: fire source ratios
- > Configuration of spaces
- > Detection technologies

Experimental portion of project initiated

- > Small-scale tests at UMD
- Planning for full-scale tests at FAA underway



Fire Detection Challenges: Cargo Compartments

- Response time (FAA Regs): 1 minute after ignition
 - > Fire source not identified
 - fuel composition?
 - combustion mode?
- No detection requirements for fires originating within ULDs under FAR regulations
 - Time delay to detect fire that originates within ULD (until breach of ULD)



Experiments: Cargo Compartments

- Two phases
 - > Small-scale at UMD
 - > Full-scale at FAA Tech Center
- Wide variety of fire and nuisance sources
- Variety of detection technologies
 - > Heat
 - > Smoke
 - > Gas
- Assess performance of detectors located within ULD's vs. in cargo compartment



Small-scale Tests

Enclosure

> 0.91 m x 0.91 m x 0.91 m

Instrumentation:

- > Thermocouples
- > Light obscuration
- > Load cell





Fire and Nuisance Sources

Tests Run:

- \triangleright 12 Ω resistor at 120 V
- Heated wire (2 m)
- > Smoke pellet on propane burner
- > Wood chips (20 g) on propane burner
- Heptane (10 mL)
- > Suitcase (.076 m x .076 m nylon sample)

Future tests:

- > Shredded paper
- Polyurethane foam
- Nuisance sources (e.g. boiling water)







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